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THE GENERAL PLAN
City of San Juan Bautista
California
August 1965

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Prepared by

NESTOR BARRETT, AIP, PLANNING CONSULTANT

San Jose, California



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NESTOR BARRETT, AIP, PLANNING CONSULTANT
San Jose, California

Cover Photo by Clyde Sunderland • Oakland

The preparation of this report was financed in part through an urban planning grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended.

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CITY COUNCIL
City of San Juan Bautista

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THE GENERAL PLAN

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NESTOR BARRETT
PLANNING CONSULTANT
275 NORTH FIRST STREET
SAN JOSE, CALIFORNIA
CYPRESS 5-5990

August 30, 1965

Honorable City Council and
Planning Commission
City of San Juan Bautista
City Hall
San Juan Bautista, California

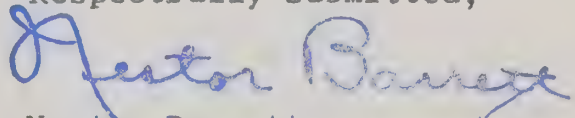
Gentlemen:

I submit herewith a General Plan for the City
of San Juan Bautista.

San Juan Bautista can be justly proud of the
fact that it is one of California's oldest and most
historical cities. This rich heritage should be
preserved and enhanced so that future generations
may know of the generous way of life which character-
ized the early history of our state.

While honoring the past we must prepare for
the future. This General Plan is intended to provide
a framework in which both of these objectives will
be realized.

Respectfully submitted,



Nestor Barrett
Planning Consultant

FOREWORD

A General Plan for the City of San Juan Bautista which was prepared by the Planning Commission, was adopted November 20, 1962.

The Planning Commission has used this plan as a guide in the various decisions which it has made since that time.

When the San Benito County Board of Supervisors entered into a cooperative agreement in October 1963 with the Local Planning Office, Department of Finance, State of California, one of the items covered by the agreement was the preparation of a General Plan for San Juan Bautista.

The Local Planning Office is responsible for allocating planning grants received from the United States Government through the Housing and Home Finance Agency under the provisions of the Housing Act of 1954, as amended. A portion of the financing under the grant made to the County has been used to cover the cost of the San Juan Bautista General Plan.

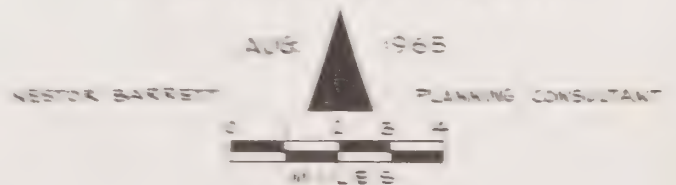
The scope of the work to be done under this particular portion of the project is outlined in the contract entered into between the State of California and the Consultant. This portion of the contract reads:

"The General Plan will contain:

- "1. Land Use Element
- "2. Circulation Element
- "3. A statement of the standards of population density and building intensity recommended for various districts.
- "4. Estimates of future population growth
- "5. Supporting maps, diagrams and charts."



GENERAL PLAN
SAN JUAN BAUTISTA
LOCATION MAP



LOCATION AND HISTORY

San Juan Bautista is located in the north-easterly section of San Benito County. (Location Map, facing page).

The beginnings of the city are very well described in an article published by the San Juan Mission News, the local newspaper, on August 16, 1963.

"The town of San Juan had its beginning when the location was chosen near the close of the 18th century as one of five new sites for Indian missionary establishments. The five sites were selected to shorten the distances between other Missions located along the public highway - Camino Real - from San Diego to San Francisco.

"Originally, the Missions were designed to be about one day's travel apart.

"In 1795, however, the distance between Mission San Carlos and Mission Santa Clara necessitated camping overnight in open country, and exposed travelers to attack by hostile Indians.

"Governor Diego Borica appointed a small expedition to locate a site for a Mission, and Ensign Hermenegildo Sal, accompanied by Father Antonio Danti, left Monterey on November 15, 1795.

"They arrived at the banks of the San Benito River on November 16. The local site was suggested, as it was near two wells, near trees, tules for roofing; limestone and redwoods.

"The group planted a cross 12 leagues from San Carlos and 14 leagues from Santa Clara.

THE GENERAL PLAN CITY OF SAN JUAN BAUTISTA CALIFORNIA

EXISTING LAND USE

PREPARED BY
NESTOR BARRETT, PLANNING CONSULTANT



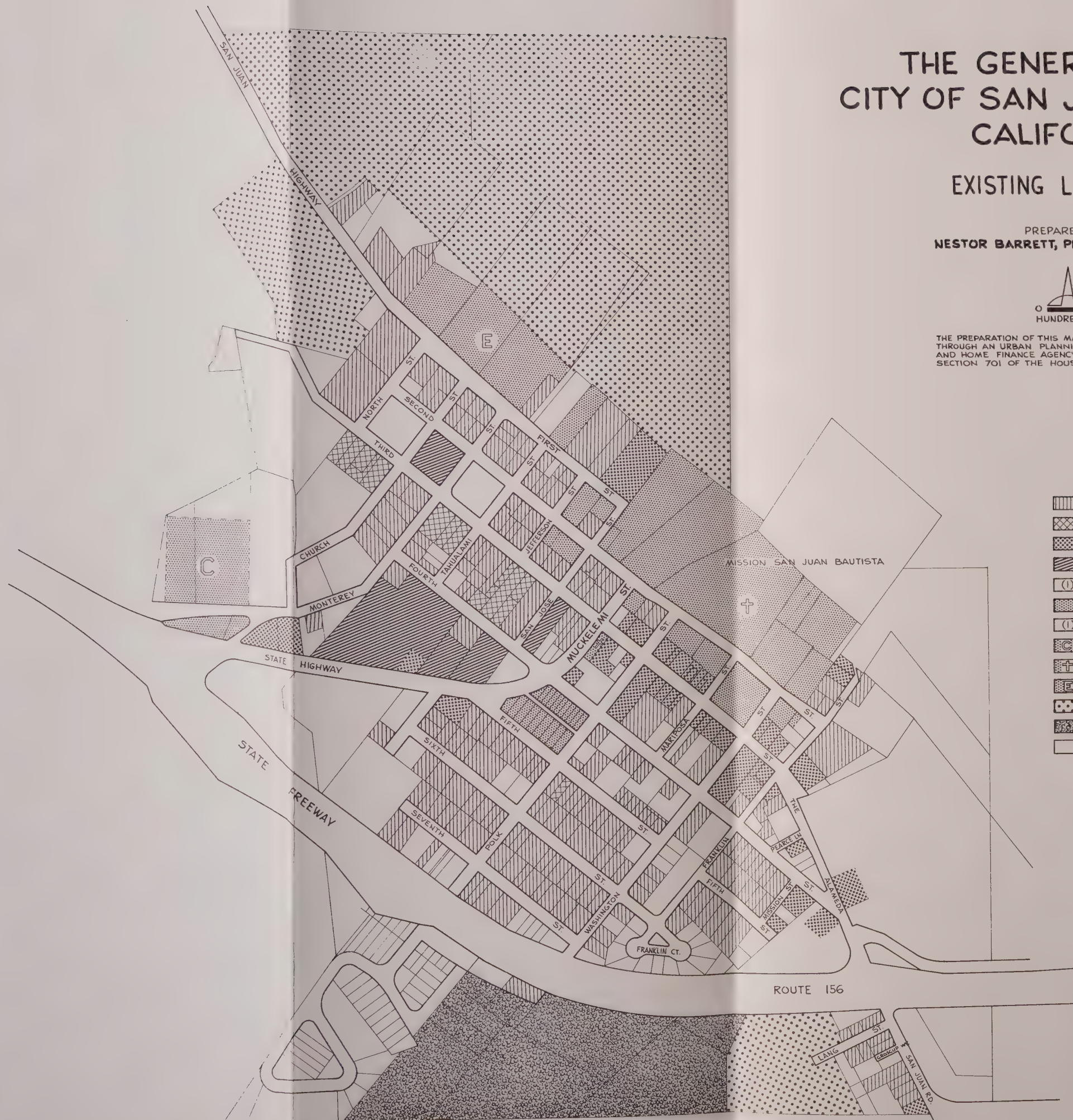
THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

LEGEND

- SINGLE FAMILY DWELLING
- MULTIPLE FAMILY DWELLING
- COMMERCIAL
- LIGHT INDUSTRY
- HEAVY INDUSTRY
- PUBLIC & QUASI PUBLIC
- STREAMS & RIVERS
- CEMETERY
- CHURCH
- ELEMENTARY SCHOOL
- AGRICULTURE-UNDER CULTIVATION
- AGRICULTURE-OTHER
- VACANT

NOTE:

(1) THE LEGEND USED ON THIS MAP MADE AS A PART OF THIS CONTRACT HAS BEEN KEPT UNIFORM FOR BOTH CITIES IN THE COUNTY, AND THE COUNTY. NO SYMBOLS ARE NEEDED ON THIS MAP FOR HEAVY MANUFACTURING OR STREAMS AND RIVERS.



"Fr. Presidente Fermin Francisco de Lasuen received Fr. Danti's report and it was decided that the new Mission should be erected here. Viceroy Branciforte, on November 18, 1796, named the new missionary establishment here for St. John the Baptist."

About 1835 San Juan Bautista became officially classified as a Pueblo instead of a Mission. After a period of some 12 years of exploitation by opportunists the Military Governor proclaimed in 1847 that the Mission would be respected and protected under the Constitution of the United States. It was then returned to the Missionary Priests.

The Pueblo became the City of San Juan Bautista on May 4, 1896.

Today the Mission itself, and the historic buildings which surround it are an important tourist attraction, and are visited by many thousands of people each year. This historic area is an important and integral part of California history and the general plan for the city should give full recognition to it.

EXISTING LAND USE

As a part of this project a detailed land use survey was made. (See map facing page).

Maps showing the political subdivisions, aerial photographs, U. S. Geological Survey maps, combined with a detailed examination on the ground itself have made it possible to indicate a variety of essential data upon this land use map.

Major categories of land use, which were measured and are summed up in Table I, are as follows:

- (a) Single-family dwellings
- (b) Multiple dwellings, including duplex or two-family dwellings, apartments, nursing homes, trailer parks, hotels and motels, and land where two or more single-family dwellings occupy a single lot
- (c) Commercial, including parking
- (d) Industry (light and heavy)
- (e) Public and quasi-public lands, including schools, churches, parks, golf courses, streets and institutions
- (f) Vacant land
- (g) Agriculture, intensive
- (h) Agriculture, nonintensive
- (i) Streets.

After plotting the land use, measurements were made of each type. These are shown in Table I which follows:

TABLE I
EXISTING LAND USE
SAN JUAN BAUTISTA, CALIFORNIA

	1.	2.	3.
Type	Acres	% of Total	Acres Per 1000 people
Agriculture-Nonintensive	22.54	7.5	22.0
Agriculture-Intensive	48.89	16.5	44.0
One family dwelling	38.64	13.0	35.0
Multiple dwellings	2.84	1.0	2.6
Commercial	9.81	3.2	9.0
Light Industry	7.00	2.4	6.4
Public-Quasi Public	32.85	11.5	29.8
Vacant	92.63	31.0	84.0
Streets	<u>41.50</u>	<u>13.9</u>	<u>38.0</u>
	296.70	100.0	--

Column 1 in Table I shows the number of acres of each type of land use in San Juan Bautista.

Column 2 shows the percentage of the total acreage which this particular type of land use bears to the whole acreage in the city.

Column 3 shows the number of acres in that type of land use per thousand people in the city, assuming a population of 1,100.

The most important factor in analyzing land use in any city is this figure on the number of acres per thousand people. It is a far superior method of analysis than using percentages. A simple example will indicate why.

It is the people themselves who develop the land uses, and conversely, the land uses are there for the sole benefit of people. Therefore, the amount of land use for each thousand people is a much more significant figure than the percentage of one land use as related to another.

Let us assume that a table has been prepared, such as Table I, but which shows only the percentages of land uses. We might note, for example, in column 2 that 3.2 percent of land in San Juan is used for commercial purposes. Suppose the city now annexes an industrial park area containing 200 acres.

Immediately all the percentages in the table will change radically, although the amount of actual use in commercial will not have changed at all. Only the amount of land in a particular use as related to the number of people in San Juan will be affected by any changes in the land area of the city.

Moreover, it is useful to keep data of this type up-to-date for the continuing use of the Planning Commission and City Council. All land developers, including those who build multiple dwellings, shopping centers or establish industrial parks, use private survey data based on population, housing and levels of income. They are not interested in the percentages of various types of land use in any city, since this data is of very little value to them. Thus, in judging presentations made to the Planning Commission and City Council by those who wish to change the land use pattern, it is much more valuable to have the land use expressed as shown in column 3, than in the way it is shown in column 2.

We have computed it on the basis of percentages as well as on the other basis, because this was the common practice in the past and these computations can be used to compare this report with any which the city has had made in former years.

It is always valuable to compare the land use in a particular city, with cities of a similar nature which are located in the same general area of the state. We also have available information from many American cities and a typical grouping of this information includes a study which combines 28 U. S. cities. This combined information is shown in Column 3 of Table II which follows:

TABLE II

COMPARATIVE LAND USE
ACRES PER 1000 PEOPLE

	1.	2.	3.	4.	5.
Type of Use	San Juan Bautista	Hollister	28 U.S. Cities(b)	Morgan Hill (a) (e)	Gilroy (a) (f)
Single-family dwelling	35.0	28.28	34.0	43.8	38.5
Two-family dwellings		1.0	3.7	1.4	1.6
Multiple dwellings	2.6	6.59	1.7	2.4	4.0
Commercial ^(c)	9.0	3.93	3.1	12.0	6.9
Industry	6.4	1.40	5.7	7.7	5.7
Public and Quasi-Public ^(d)	67.8	44.6	14.2	84.0	54.7

(a) Excluding vacant land.

(b) Survey of 28 U. S. cities under 50,000 in population from Land Uses in American Cities, Harland Bartholomew, Harvard University Press, 1955, Appendix, Table 3.

(c) Includes offices.

(d) Includes parks, playgrounds, airport, streets, railroad and similar uses.

(e) Population 4400 - Urbanized Area 664 acres.

(f) Population 9300 - Urbanized Area 1036 acres.

Column 1 shows the figures for San Juan Bautista.

Column 2 gives the same information for the City of Hollister.

Column 3 gives comparative data for 28 selected United States cities, all with populations under 50,000. The list contains cities with as few people as 5,000 and as many as 50,000.

Columns 4 and 5 give the same information for Morgan Hill and Gilroy.

Considering the various uses and following the figures across the table some interesting comparisons develop.

The amount of land used in San Juan Bautista for single-family dwellings appears to be generally in line with figures found in other American cities. It is greater than in Hollister, where there are a great many very small lots in the central area upon which dwellings have been put, but it is very close to all of the other figures in the table.

In the other studies, two-family dwellings have been separated from multiples. In connection with San Juan Bautista, this is not of very much value because of the low percentage of multiple dwellings of all kinds, including two-family dwellings. In order to make a comparison of the figures with the other columns in the table, the amounts shown for two-family dwellings and multiple dwellings should be added together.

With only 2.6 acres per thousand people in use for multiple dwellings, San Juan is far below the average of surrounding cities and of the studies made in the 28 U. S. cities. This is probably due to the fact that the city is still well below the 5,000 population mark. As it grows, the demand for multiple dwellings will become greater.

It has been found from experience that no matter how much land is set aside for commercial use, an amount somewhere between $3\frac{1}{2}$ to 5 acres per thousand people will actually be used.

The fact that there is substantially more commercial land used in San Juan Bautista, than is commonly found in other areas, can be attributed to the fact that certain large parcels, such as the restaurant property located adjacent to the Mission, has been counted in its entirety as a commercial use. There is also another large parcel at the intersection of the Freeway and the Old State Highway which helps to add to what appears to be a greater use of commercial property than is normally found.

The city seems to be just about right with respect to industrial uses, being almost exactly in line with all of the others shown in the table, except Hollister, which is admittedly short of industrial land for its population.

The large area devoted to the Mission and the historic buildings nearby account for a far greater amount of public and quasi-public land than is found in the ordinary American city. Since this is the principal attraction of the community it cannot in any sense be considered a deficiency.

In general it may be said that the city has a fair balance of land uses for its population at the present time and its general plan can reflect the continuation of this balance by providing the additional amounts of various land uses which will be needed as the population grows.

THE GENERAL PLAN CITY OF SAN JUAN BAUTISTA CALIFORNIA

CIRCULATION PLAN

PREPARED BY
NESTOR BARRETT, PLANNING CONSULTANT



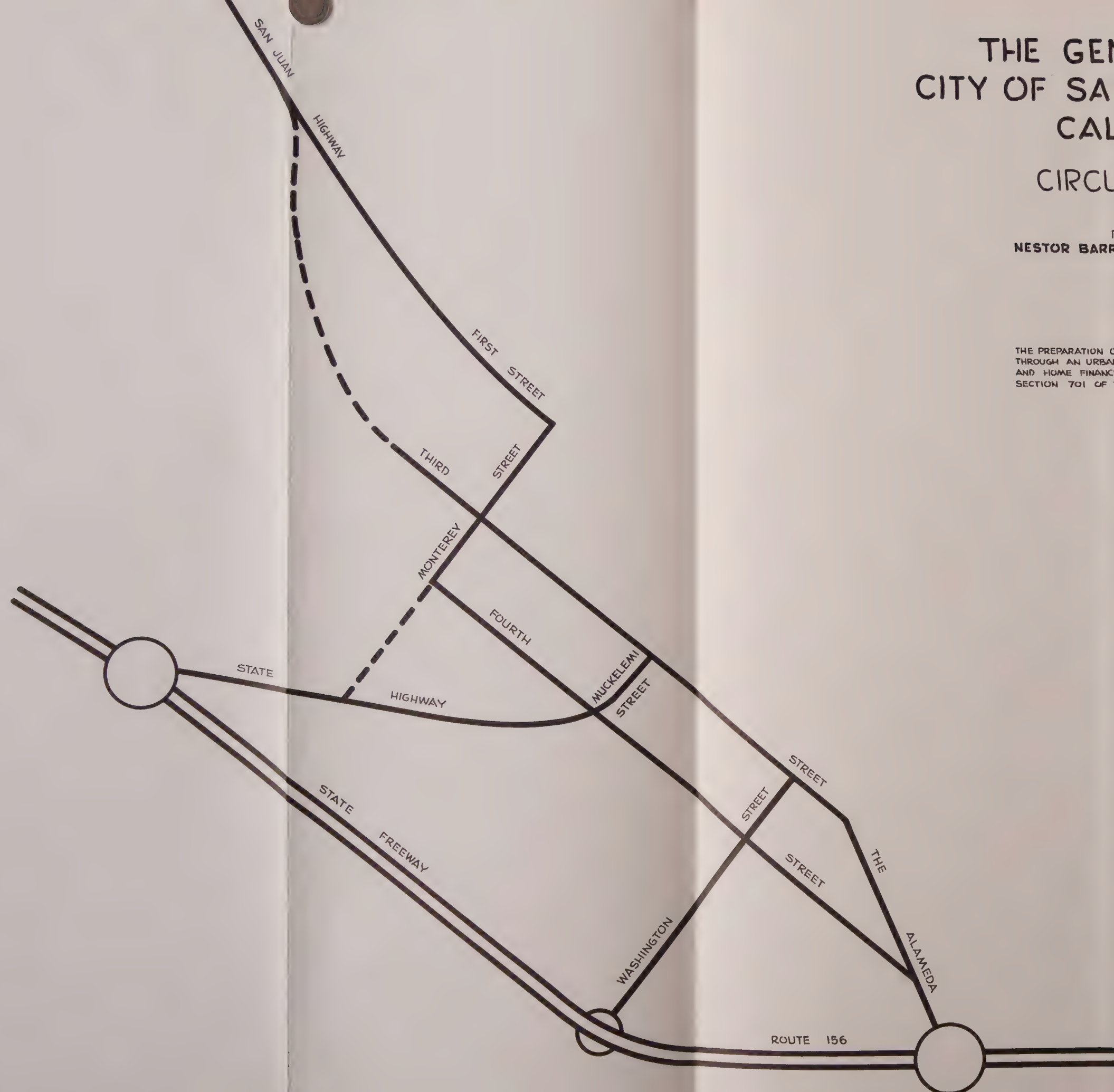
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EXISTING CIRCULATION NETWORK

Since San Juan Bautista has no officially adopted General Plan, no system of major streets and highways has been laid out. However, it is possible to map those streets which appear to be the major traffic carriers and thus identify what the system is in fact. They are shown on the map on the facing page.

State Highways. Within the past few weeks construction has been virtually completed on a four-lane expressway between Route 101 and San Juan Bautista. This is State Highway Route 156.

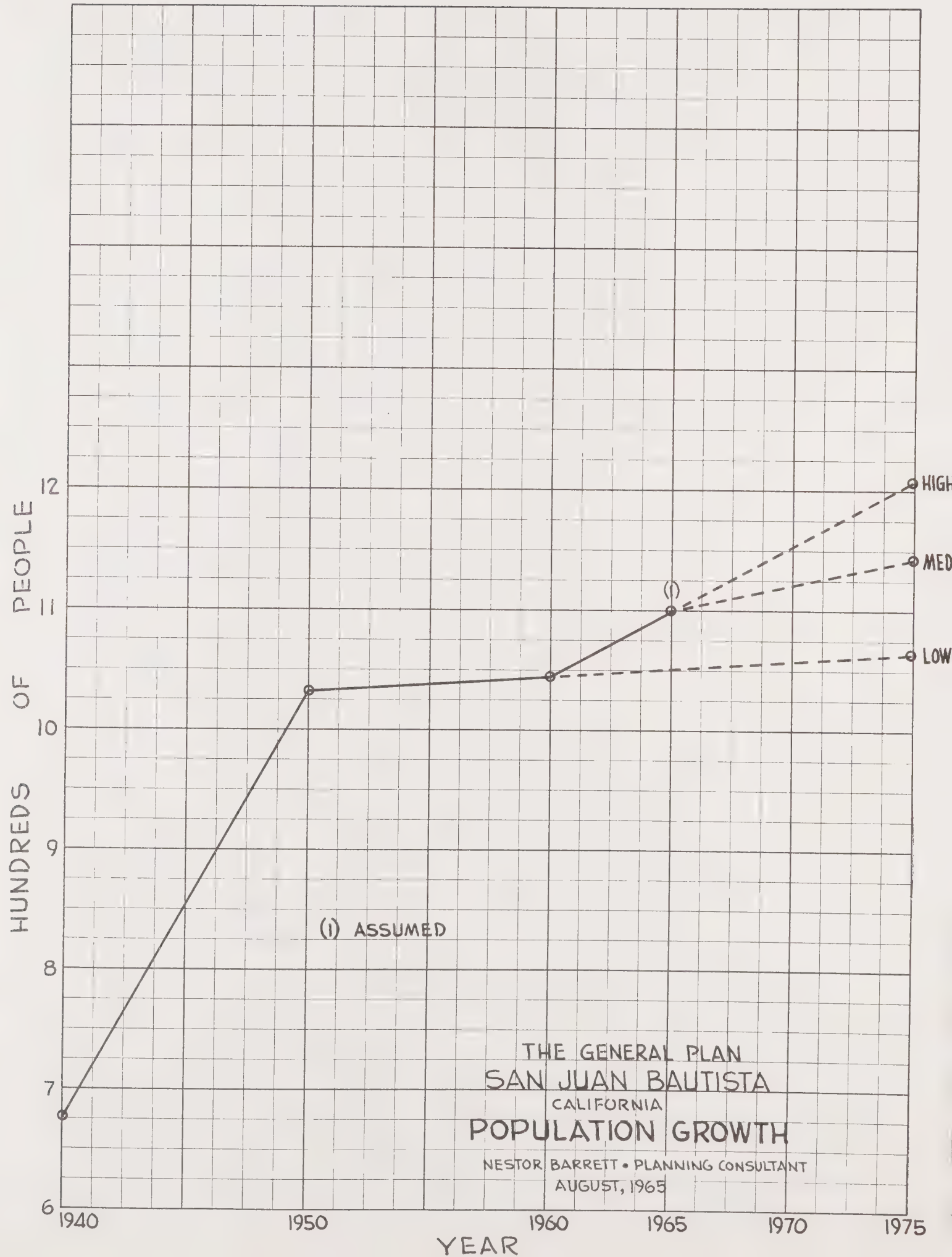
This route connects with a two-lane expressway which continues around San Juan Bautista and on into Hollister.

At the time the right-of-way was acquired by the State for this connection, sufficient land was purchased so that at some future time it will become a full freeway.

The distance between the connection to U.S. 101 and San Juan Bautista is 2.56 miles. There is an interchange at the point where the connection is made.

The California Highway Commission in 1964 adopted the route for a full freeway on U. S. 101 between Espinosa Road in Monterey County and the Santa Clara County line. There will be a major relocation of this route southerly of the San Juan interchange. However, this relocation should have no appreciable effect upon traffic in San Juan Bautista itself.

Major Streets. First Street is the continuation of the original highway which begins at U. S. 101 and ends at an intersection with San Jose Street in the city limits. Any further extension of this street is blocked by the Mission property.



Normal traffic movements proceed southerly along First Street to Monterey Street and then would normally turn right to Third Street upon which the principal business of the city is located.

Truck traffic would proceed another block west on Monterey Street to Fourth Street which continues on through to a point near the intersection with the State Freeway on what is called The Alameda.

The old state highway connection from the Freeway into the city turns to the northeast near Fourth Street and ends at the Mission on Muckelemi Street. It should probably not be considered a major street beyond Third Street.

Washington Street, from Third Street to the Freeway, where an undercrossing exists, completes the major street system.

Accordingly, First, Third and Fourth Streets, together with Muckelemi, Washington and Monterey Streets constitute the major street network of the city.

Two new proposed major streets are shown on the map but this will be discussed in the outline of the General Plan itself.

POPULATION

As can be seen by examining the Population Growth Chart on the facing page, by far the greatest period of growth in the history of the city was between 1940 and 1950, when the number of inhabitants changed from 678 to 1,031. This growth came to an almost complete standstill during the decade between 1950 and 1960 when the population only increased by 15 people to 1,046.

For the purpose of studying the land use patterns of the city, we have estimated that the present population is 1,100. The other figures given are from the official ones issued by the United States Bureau of the Census.

This growth is shown in Table III which follows.

TABLE III
POPULATION GROWTH
SAN JUAN BAUTISTA, CALIFORNIA

<u>Year</u>	<u>Population</u>	<u>% of Growth by Decades</u>
1940	673	
1950	1,031	52.0
1960	1,046	1.5
1965	1,100 (estimated)	5.4*

* 5-year period only.

It is possible to make some predictions about the future population growth by extending some of the lines showing growth in the past. Three such extensions are shown on graph facing page 11.

The projection marked "high" is arrived at by simply extending the line between the actual population in 1960 and the assumed population in 1965. A prediction based on this method gives a population of 1,150 in 1970 and slightly over 1,200 in 1975.

If we connect the 1950 population and the assumed 1965 population with a straight line and extend it on out as has been done in connection with the line marked "medium" we get a lower rate of change so that the 1970 population would be 1,120 and the 1975 population 1,140.

Finally the low figure is arrived at by assuming that the same rate of change that existed between 1950 and 1960 will continue. This results in a present day population of 1,052, 1,060 in 1970 and 1,070 in 1975.

Since there is ample open land for the expansion of the city in any direction to meet any conceivable rate of change, there is no point in making calculations about the holding capacity of the planning area.

In studying these figures it should be borne in mind that all population predictions are based on the premise that there will be no major war, widespread catastrophe, or severe economic depression.

Neither do population predictions take into account unpredictable and extraordinary economic changes which would so alter the figures arrived at as to make them valueless. Such factors are unforeseen technological developments which would make some natural resource, such as some mineral found in the surrounding area, suddenly of great value; or the location in close proximity to the area of an employment center requiring a large labor force.

PUBLIC FACILITIES

Schools. There is one public grammar school in San Juan Bautista, operated by the San Juan Bautista Union School Board. It is located on the north side of First Street, west of the Mission grounds. It has facilities for kindergarten through the eighth grade.

The school district also owns a site on The Alameda roughly opposite Pearce Lane, and extending southerly to State Route 156. There has been considerable recent discussion as to whether or not a new school should be built on this property.

Recently a consulting engineer reported to the School District Board that the K-8 school did not meet the earthquake standards which have been set up by the State of California and that it would cost nearly \$85,000 to repair the forty-year-old structure to meet these standards.

Another complicating factor in the situation is that there is presently pending a vote on the unification of all county schools, and if this vote should be successful all of the schools will be controlled by a County Board, with the San Juan Bautista District having only one representative on it. This new Board might well determine that neither the present location of the school, nor the site which has been reserved were properly located from a standpoint of county-wide interest.

Levels of education higher than the eighth grade are served by schools outside of the city limits. San Benito High School in Hollister is available to San Juan Bautista students and there is a Junior College presently being constructed in the Gilroy area for this level of education.

A new campus of the University of California will be opened in Santa Cruz County and will serve this area for those wishing a higher education.

Parks. Abbe Park, located between Fourth, Fifth, Muckeleme and Polk Streets is presently used mainly for baseball. It was recently suggested that the facilities in this park should be expanded so as to give it wider recreational use.

There is a Community Hall at First and San Jose Streets across from the Mission grounds. Attached to this hall property is a city-county maintenance yard. Thus about three-quarters of the block is in public use.

San Juan Bautista Mission and Historical Area. While the San Juan Bautista Mission, and the historical buildings surrounding it, may not be strictly considered to be a park, the area itself is a great attraction to tourist travel, and certainly one of the two principal economic assets of the city.

Almost 300,000 visitors come to the Mission each year and constitute a substantial market for a number of the San Juan Bautista businessmen.

The Mission itself is owned by the Catholic Church, and the historical building area to the west and across Second Street is owned and maintained by the State of California.

To the rear of the San Juan Bautista Mission buildings there is a large open area owned by the Mission which is used as rodeo grounds.

Other Facilities. Opposite the Mission grounds and fronting on Second Street is the City Hall. It has been designed to fit into the general architectural character of the Mission area, and appears to be wholly adequate for any foreseeable future use. The City Hall also houses the post office. Adjacent to this building is the fire house.

A cemetery is located on Monterey Street west of Church Street.

PUBLIC UTILITIES.

The Pacific Gas & Electric Company, a private public utility, furnishes those two forms of energy for the entire community.

There is a municipally owned city water supply and a sanitary sewerage system.

The city has no storm drainage system, so that any substantial expansion might require the construction of one.

TRANSIT AND TRANSPORTATION

Obviously the limited population and small geographical size of the city does not justify any internal transit system. General transit service is provided by the Western Greyhound Lines which provide three busses each day to the north and three to the south. These bus trips originate in San Francisco and, among other places, serve Hollister and Monterey.

All transportation into the city must be by motor truck, since the nearest rail line, which is the main line of the Southern Pacific Railroad, passes six airline miles to the north-east of the city. The nearest airport is at Hollister. This is not served by any scheduled airline, but it has facilities for handling executive type aircraft of substantial size.

T H E
G E N E R A L
P L A N

f o r

S A N J U A N B A U T I S T A , C A L I F O R N I A

The General Plan for San Juan Bautista consists of this report and the accompanying maps and chart. In addition to the maps reproduced in this report, there are also original drawings to a larger scale which are to be considered a part of the General Plan.

The Land Use Plan indicates generalized land use determinations for the planning area of the city. It includes a circulation plan, standards of population density, estimates of future population growth, a plan for parks and recreation, public services and facilities, and transportation.

Public hearings should be held by the Planning Commission and the City Council on this plan after which it should be adopted as modified during the hearings in the manner provided by the Government Code of California. It then becomes the official generalized guide and policy statement for the future growth and development of San Juan Bautista and its environs.

Using the General Plan. It should always be remembered that a general plan is not a zoning map. It is general, not precise, and the symbols shown on it are not intended to be used as precise boundaries of the areas indicated.

A general plan is a statement of broad principles, adopted officially by resolution, by the governing body of the area for which the plan is made.

It is not a law, it is simply a guide prepared by the governing body setting forth the directions of growth which the area it covers will take in the foreseeable future. It should be reviewed from time to time in order to keep it up-to-date with changes in the city.

The City of San Juan Bautista can gain the fullest advantage from this general plan by making use of the legal machinery which it makes available.

THE GENERAL PLAN CITY OF SAN JUAN BAUTISTA CALIFORNIA

CIRCULATION PLAN

PREPARED BY
NESTOR BARRETT, PLANNING CONSULTANT

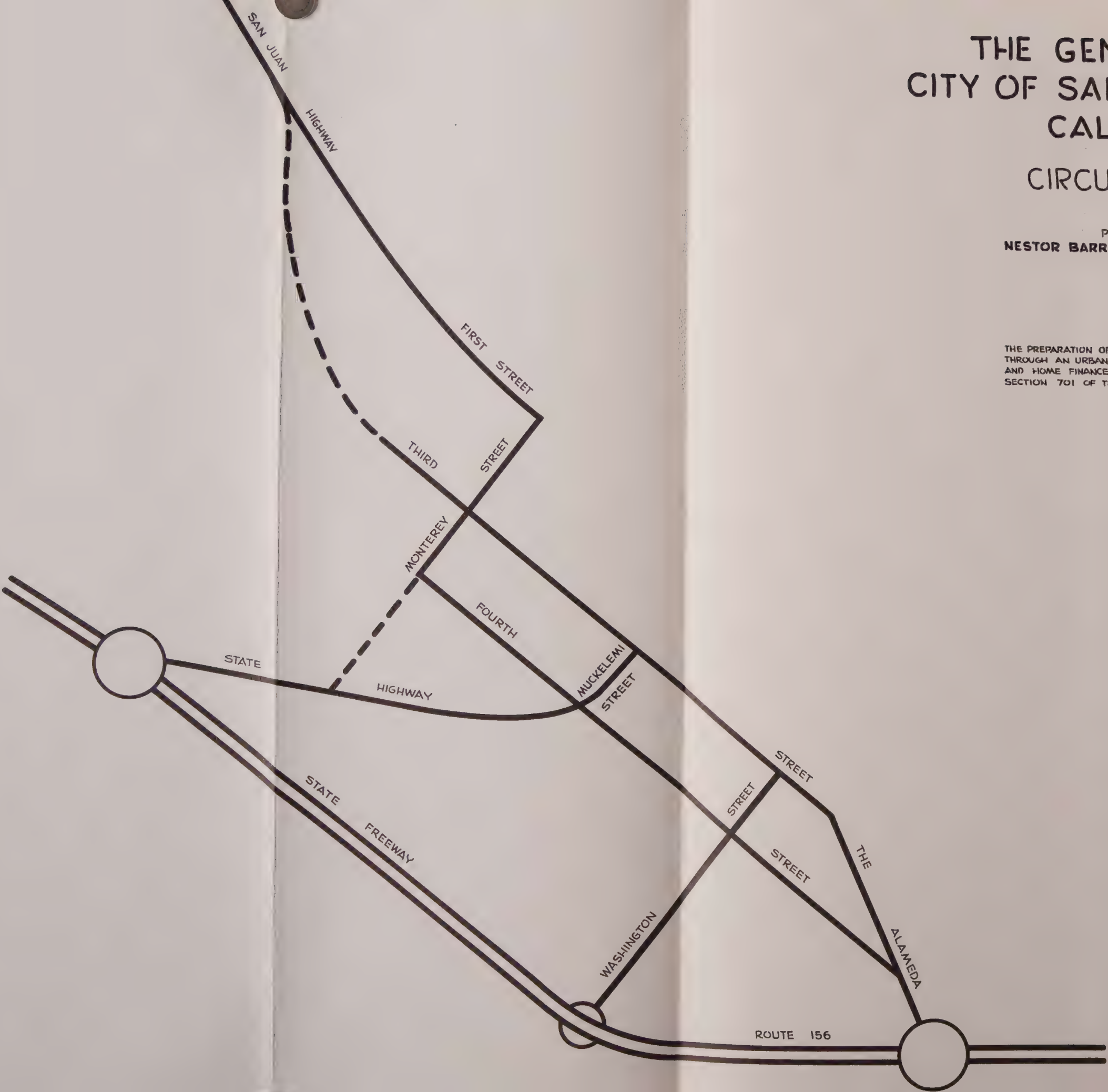


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After the general plan has been adopted, zoning regulations cannot thereafter be made which are in conflict with it. When such conflict arises it will be necessary to review the general plan at appropriate public hearings, and change it first before changing the more precise regulations in the zoning ordinance.

These legal steps will work to prevent hasty changes in the land use pattern of the city which are at variance with the thoughtfully arrived at overall planning concepts set forth in a general plan.

CIRCULATION PLAN

A circulation plan for the city, shown on the map on the facing page, can be seen to be relatively simple in character. Only the major streets and highways are shown on this diagram.

It would appear that only two classifications of streets are needed. The state highways and the major city streets.

State Highways. The new state highway, Route 156, which has now been opened will carry traffic in a satisfactory manner around the perimeter of the present city. This highway will one day be brought up to full freeway standards so it is essential on any plan which proposes to represent future development in the community that access across the highway to land which may develop there in the city should be planned for in advance.

Accordingly we have shown interchange structures at the intersection of the former state highway and the new connection around the city in the vicinity of Monterey Street and another interchange structure where Fourth Street, The Alameda and Route 156 converge. There is an existing undercrossing at the intersection of Washington Street and the Freeway.

Major Streets. San Juan Highway and First Street are shown as major streets to the intersection with Monterey Street. In connection with this highway the plan proposes that at some point north of the city a new route be chosen which would run southerly to an intersection with Third Street. This would provide a much more logical method of bringing traffic from that highway into the central business district of the city. If this suggestion is adopted, then Monterey Street might be extended as shown to the original state highway. Third Street and The Alameda taken together are also indicated as major streets.

The old state highway together with Muckelemi Street are considered to be of major importance to the intersection at Third Street.

Washington Street, which now is an undercrossing with the Freeway, is a logical major street to carry traffic across the Freeway at such time as that area develops in the future.

The final major street shown on the plan is Fourth Street, which is presently used as a truck route.

We have not indicated any typical cross section or standard width for the major streets, because this decision would require extensive engineering study based on the present location of buildings along the streets and all of the factors necessary to determine the most economical width and construction costs for a major street system.

When these engineering determinations are made then the city should adopt a standard major street width and carry out the necessary legal proceedings to establish official plan lines on all of them. This is standard practice in other American cities and would prove useful in San Juan Bautista.

THE GENERAL PLAN CITY OF SAN JUAN BAUTISTA CALIFORNIA

LAND USE PLAN

PREPARED BY
NESTOR BARRETT, PLANNING CONSULTANT



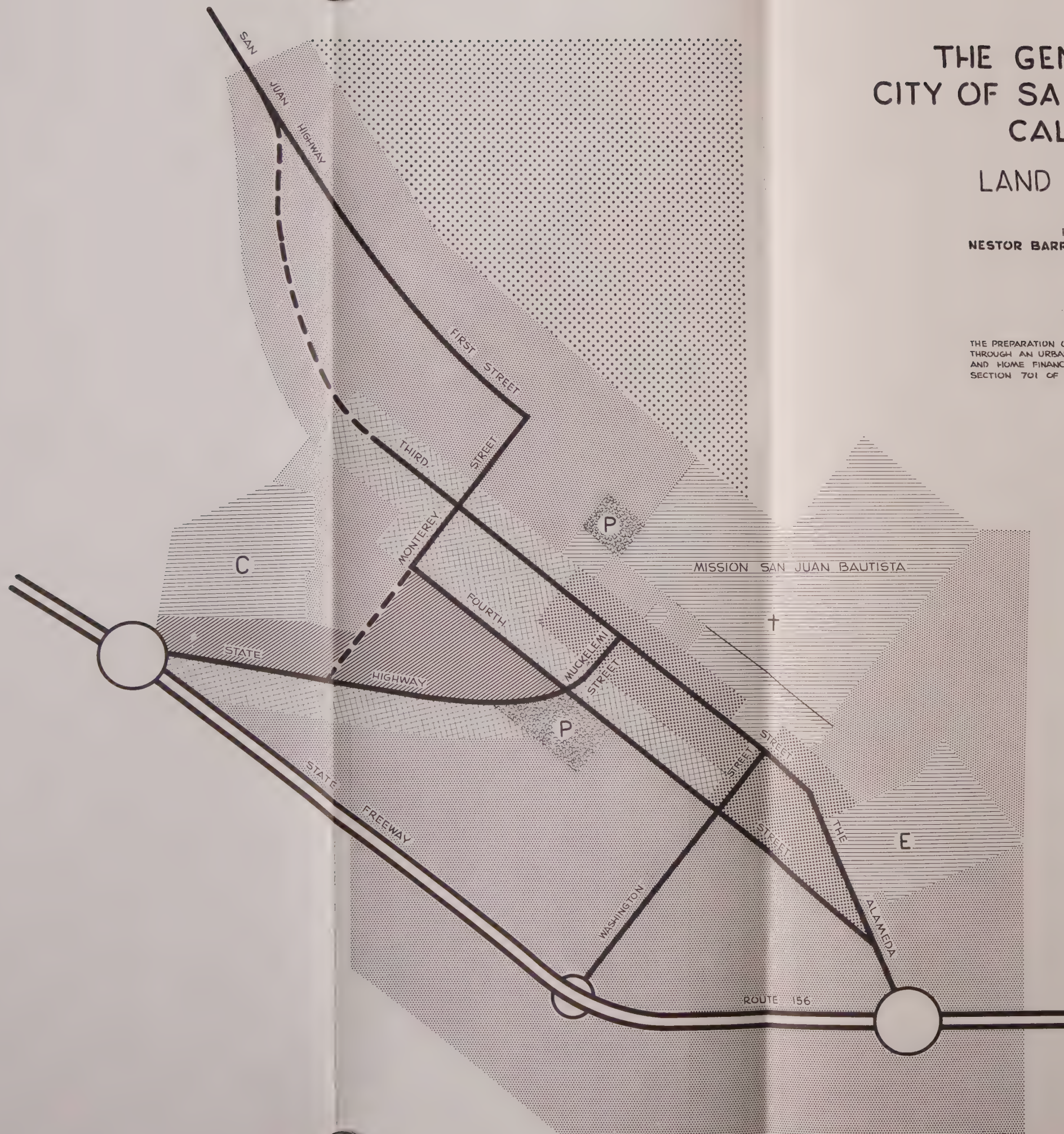
THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

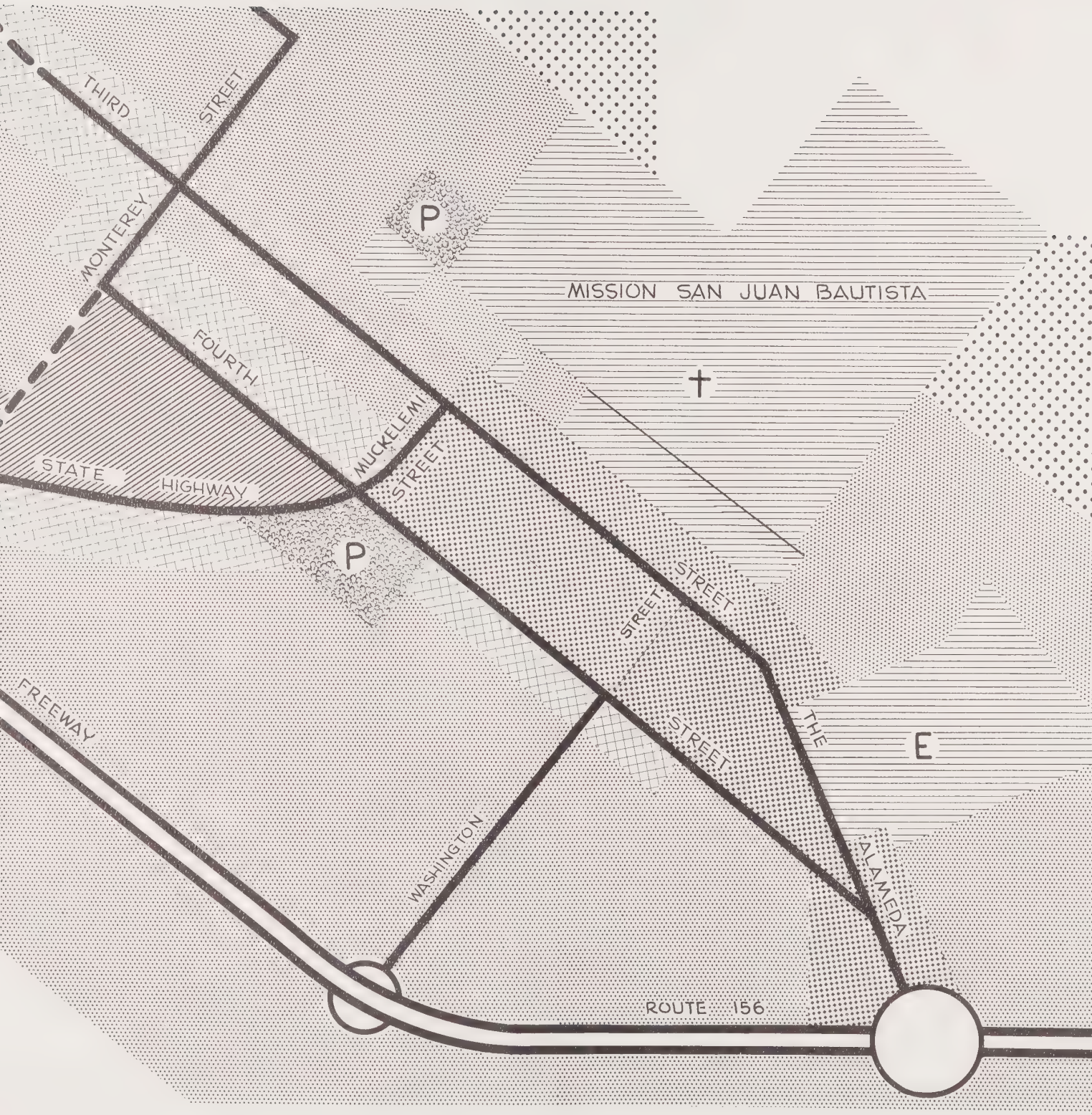
LEGEND

- LOW DENSITY RESIDENTIAL, 1-4 FAMILIES AN ACRE
- MEDIUM DENSITY RESIDENTIAL, OVER 4 FAMILIES AN ACRE
- COMMERCIAL
- LIGHT INDUSTRY
- HEAVY INDUSTRY
- PUBLIC & QUASI PUBLIC
- STREAMS & RIVERS
- CEMETERY
- CHURCH
- ELEMENTARY SCHOOL
- PARK
- AGRICULTURE
- INTERCHANGE
- STATE FREEWAY
- MAJOR STREET
- PROPOSED MAJOR STREET
- UNDERCROSSING

NOTE:

(1) THE LEGEND USED ON THIS MAP MADE AS A PART OF THIS CONTRACT HAS BEEN KEPT UNIFORM FOR BOTH CITIES IN THE COUNTY, AND THE COUNTY. NO SYMBOLS ARE NEEDED ON THIS MAP FOR HEAVY MANUFACTURING, STREAMS AND RIVERS.





December 3, 1965

Commission Changes

After holding two public hearings on the Land Use map recommended by the consultant, the Planning Commission changed it as shown on the map on the facing page. The text which follows - prepared as a part of the report by the consultant - should be considered as modified as a result of these Commission changes.

A display map in color has been prepared which also reflects the changes made by the Commission - and it is suitable for public display in the City Hall.

LAND USE PLAN

In a sense, the land use plan is the total general plan for a city. However, for convenience in studying it, it has been customary to break it down into a number of elements. For a large and complex urban area many elements would be needed; for the less complicated area in which San Juan Bautista is situated it is possible to show all of the elements on one map.

On the facing page is a proposed General Plan for the City of San Juan Bautista. It includes the Circulation Plan which was shown on a previous drawing, since the major traffic carriers have a strong influence on where the other elements of the plan will be located.

Residential Uses. Only two categories of residential uses are indicated on the plan. These are low density uses, which generally would be considered to be single-family dwellings on relatively large lots; and all other residential uses. In this proposed plan low density means a maximum of one to four families an acre and medium density means over four families an acre. Thus, such uses as motor courts, trailer parks and so on can be accommodated by the medium density symbol.

Low Density Residential. Obviously, all of that area which is not shown in some other classification is intended to be put in low density residential. It should be emphasized again that this is not a zoning plan but a generalized land use plan, and that when other uses such as those of a public or quasi-public nature wish to locate, they can locate in the areas designated for low density residential by proper regulations in a zoning ordinance.

Medium Density Residential. In general the plan shows medium density residential uses as being on both sides of Third Street, extending from a point beyond San Jose Street to some area beyond North Street. The precise boundaries of such uses would be established by the preparation of a zoning map.

The other area in which these uses have been indicated is along the south side of the old state highway to a point near Fourth Street, and on both sides of Fourth Street from there to the proposed commercial area.

Office Uses. Except in the case of fairly large cities, it is not customary to show specific areas for professional office uses on the general plan. It is sufficient to indicate in the text that their appropriate place is between the commercial areas and the multiple housing. Accordingly, we would expect them to develop on the fringe of the central business district. This, again, is a matter of zoning rather than general plan indication.

Commercial. If San Juan Bautista is to continue to have a healthy central business district it should confine its commercial areas to the central portion of the city. Accordingly, this general plan proposes that this area lie somewhere between a point north of San Jose Street and the proposed interchange with Route 156 on the new State Freeway. Here again, exact boundaries will have to be drawn at the time a zoning map is prepared, but a policy can be established in this general plan which will require a change in the plan if any outlying shopping center is proposed for development which comes within the jurisdiction of San Juan Bautista.

Parking. Obviously the city should carry out programs which will result in adequate off-street parking for the commercial and office uses.

Industrial Uses. There are no industrial uses within the city limits of San Juan Bautista which can seriously be considered to be of a heavy nature. On this general plan we have shown the area along the north side of the old state highway generally lying between Monterey Street, Fourth Street and the highway as industrial. Consideration should be given as to whether this area should be extended to the commercial and multiple housing designations to the north. There is only one industrial use north of Fourth Street at the present time. Until there are adequate heavy public utilities of all types available, it is unlikely that there can be much industrial expansion.

PUBLIC FACILITIES PLAN

Schools. Although the city has no jurisdiction to make plans for the location of schools, it is customary to indicate where city policy would regard them to be desirable.

The suggestion which this plan makes is that the present K-8 school be phased out and that a portion of the school site owned by the San Juan Bautista School District on The Alameda (perhaps about 10 acres in size) lying in the north portion of the site, be utilized for a new elementary school.

It is possible to understand the dilemma which faces the School Board, in that they do not know whether county-wide unification will take place and result in a new School Board which would regard this matter differently.

However, it seems obvious that a school which is located adjacent to the child population of San Juan Bautista will always be needed, and it is suggested here that this site be chosen, since it is already owned by the district.

The other site could then be disposed of, since it is located in an excellent position with respect to the Mission and some use of it, either public or private, can probably be made.

All other school facilities were described in the text under the land use plan and there is no need to repeat that information here.

Other Public Facilities. The plan indicates the grounds of the Mission San Juan Bautista, including the rodeo grounds, and the California historical buildings which surround it. Other public services such as the city hall, post office and the like seem adequate for a long time in the future.

Parks. Abbe Park is excellently located, but the suggestions which have been made as to more intensive development of it, so that it would be of wider use to the citizens of the city, appear to be good. As funds are available, its usefulness should be expanded by the addition of more facilities.

The area in which the Community Hall is located, adjacent to the Mission, is now almost three-fourths in public ownership. A long-term plan should be made to acquire the entire block for the purpose of putting in a public park.

The portion which is now used as a corporation yard by both the city and the county could be developed for park purposes, particularly if the adjoining land were acquired. Another site could certainly be found in the industrial area for the maintenance facility.

The city has a water supply and a sewerage system, but is lacking in an adequate storm drainage system. If the city grows such a system will be needed and some long-term planning along these lines should be underway. Such facilities are not normally included in a general plan, but comment can be made upon any deficiency in them.

The San Juan Bautista cemetery seems to have adequate land area available to it, but some thought might be given to bringing it up to the permanent care standard and the landscaping quality which is now characteristic of the most modern type of cemetery. It is at an entrance to the city which will one day be served by an interchange structure. This cemetery could serve as a beautiful park-like open space if further development follows more modern practice.

Preserving the City's Historical Character.

In a previous plan prepared by the Planning Commission certain portions of streets fronting on the Mission grounds were indicated as having an historical character, and were so designated. It is clear to anyone who examines this plan that the people who prepared it were not aware of the distinction between general planning and specific zoning.

It appears to your consultant that the designation of a few scattered parcels of land opposite the Mission grounds as an historical "zone", is a much too limited goal for a city with the rich history of San Juan Bautista. Moreover the designation of precise zones in a General Plan changes it into a zoning map, which is not the intent of the Government Code of California.

In certain large American cities which have substantial areas of high historical value, or large masses of civic buildings such as is the case in the District of Columbia, special height and architectural regulations have been adopted. This practice, however, has not been widespread.

In California, the most notable example of this type of regulation is in the City of Santa Barbara where Mission style architecture was required over a large area of the city for a substantial period of time. These regulations have been relaxed as time has passed because they were found to be impractical in many cases.

In a city the size of San Juan Bautista, the pioneer characteristics of the architecture should not be applied to a few limited areas, but should - if this is the will of the majority of the citizens - be regulations which extend to every structure within the city limits. While it is not suggested that the two places are comparable, it might be pointed out that Williamsburg, Virginia, which has been restored and maintained in its historical character, is now one of the principal tourist attractions of this country and is visited by many hundreds of thousands of people each year.

The City of Folsom, California has recently embarked upon a project of restoring its original "main street" which has now been by-passed by a new highway. A mall has been created on this street by the city, and many of the historic buildings along it are being restored. Buildings that were burned or torn down are now being replaced. A study of what has been done in Folsom, and in similar cities would assist the officials of San Juan Bautista in determining what steps they should take, if this is their policy.

If it should be the conclusion of the Planning Commission and City Council that the city as a whole is too big an area in which to hope for a gradual development into a complete historical town, then it is legally possible to designate a certain district within the city into an historical district. However, the boundaries of such a district should be comprehensive and should not be as limited as those which were shown on the original plan prepared by the city itself.

San Juan Bautista has in its historical area an asset of very great value indeed. Those who govern the city should expand their vision to encompass the widest horizon possible.

FINDINGS AND CONCLUSIONS

1. At some future time two interchanges with State Route 156 will be needed. One of these is at the intersection of the former state highway and the new route around the city in the vicinity of Monterey Street. The other is at the intersection of Fourth Street, The Alameda and Route 156.

2. Major streets are as follows:

- (a) First Street to its intersection with Monterey Street. A new route for this street is indicated beginning at a point north of the city and intersecting with Third Street.
- (b) Monterey Street between First Street and the old state highway.
- (c) The old state highway and Muckelemini Street.
- (d) Fourth Street.
- (e) Third Street between the extension to First Street, including The Alameda to Route 156.
- (f) The existing state freeway, Route 156.
- (g) Washington Street.

3. Two categories of residential uses are recommended: low density and medium density. Low density contemplates one to four families per acre and medium density more than four families per acre. Normally a maximum of 12 families per acre is regarded as a medium density, although this could be extended to 16 families per acre.

4. The plan proposes the continued development of the existing central business district, to the exclusion of outlying shopping centers.

5. Adequate off-street parking should be provided to serve the business district and the historical area.

6. Only limited industrial uses should be allowed within the city limits.

7. One K-8 school is provided for and this is located on the most northerly ten acres of the site now owned by the School Board on The Alameda. A final decision on this should be delayed until the outcome of unification is known.

8. Abbe Park is excellently located, but should be developed for more intensive use.

9. The area around the Community Hall offers an opportunity for the development of any additional public facilities needed. The entire block in which this hall is located should be acquired and developed for public use and the corporation yard moved to some more suitable site in the industrial area.

10. The citizens of the city should give serious consideration to encouraging property owners to develop their buildings in an architectural style appropriate to the historical character of San Juan Bautista. Whether this should be done through legislative action in the form of zoning regulations, or through cooperative community effort is a matter which requires further study and a determination at the policy level. San Juan Bautista has a unique opportunity because of the priceless historical buildings which it contains to become a much greater tourist attraction than it ever has been in the past. If the city develops its potential to the fullest extent substantial improvement in its economy will result.

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